

2013 DRAFTING REQUEST

Bill

Received: **8/1/2013** Received By: **emueller**
Wanted: **As time permits** Same as LRB:
For: **Paul Tittl (608) 266-0315** By/Representing: **Steve Hall**
May Contact: Drafter: **emueller**
Subject: **Transportation - traffic laws** Addl. Drafters:
Extra Copies: **ARG**

Submit via email: **YES**
Requester's email: **Rep.Tittl@legis.wisconsin.gov**
Carbon copy (CC) to:

Pre Topic:

No specific pre topic given

Topic:

Increase speed limit on expressways and freeways

Instructions:

See attached

Drafting History:

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
/?	emueller 8/8/2013	scalvin 8/13/2013	jmurphy 8/13/2013	_____			
/1	emueller 8/16/2013			_____	srose 8/13/2013		State
/2	agary 8/19/2013	jdyer 8/20/2013	rschluet 8/20/2013	_____	sbasford 8/16/2013		State
/3	emueller	jdyer	rschluet	_____	srose	mbarman	State

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
	8/20/2013	8/20/2013	8/20/2013	_____	8/20/2013	9/16/2013	

FE Sent For:

at intro
9/23

<END>

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/1	emueller 8/16/2013	13 8/20/13 jld		_____	srose 8/13/2013		State
/2		scalvin 8/16/2013	phenry 8/16/2013	_____	sbasford 8/16/2013		State

8/20/13

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/?	emueller 8/8/2013	scalvin 8/13/2013	jmurphy 8/13/2013	_____			
/1					srose 8/13/2013		State
1/2	EVN 8/16/13	12/1/13 08/16/2013	8/16/13	PH/JS			
FE Sent For:							

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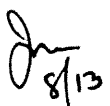

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1/2	emueller	1/1 sac					
1/1	sum 8/8/13	08/13/2013					

FE Sent For:

<END>

STATE OF WISCONSIN - LEGISLATIVE REFERENCE BUREAU

LRB

Research (608-266-0341)

Library (608-266-7040)

Legal (608-266-3561)

LRB

8/11 Steve Hall @ Rep. Title

- ↑ speed limit on expressways + freeways
70 mph
- Sim to 2005 SB 270

2013
2005 SENATE BILL 270

RMNR

July 27, 2005 - Introduced by Senators REYNOLDS, ZIEN and PLALE. Referred to Committee on Natural Resources and Transportation.

By end of wed
8/14

- 1 AN ACT *to amend* 346.57 (4) (gm) of the statutes; **relating to:** the maximum
2 speed limit on freeways and expressways.

Analysis by the Legislative Reference Bureau

Under current law, the maximum speed limit on any freeway or expressway in this state is 65 miles per hour. A "freeway" is defined as any state trunk highway with four or more lanes of traffic separated by a barrier or median (a paved or landscaped strip between opposing traffic) that gives preference to through traffic by limiting access to only interchanges. An "expressway" is also defined as any state trunk highway, but only a state trunk highway that the Department of Transportation (DOT) determines has four or more lanes of traffic separated by a barrier or median that gives preference to through traffic by use of interchanges or by limiting at-grade access to selected public roads and driveways.

70 This bill increases the maximum speed limit on freeways and expressways from 65 miles per hour to 75 miles per hour. This speed limit of 75 miles per hour does not take effect until DOT posts the limit by official traffic signs. 70

For further information see the **state** fiscal estimate, which will be printed as an appendix to this bill.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

- 3 SECTION 1. 346.57 (4) (gm) of the statutes is amended to read:

SENATE BILL 270

SECTION 1

1 346.57 (4) (gm) ~~Sixty-five~~ Seventy-five miles per hour on any freeway or
2 expressway.

3 (END)

Mueller, Eric

From: Shovers, Marc
Sent: Wednesday, August 14, 2013 4:46 PM
To: Mueller, Eric
Subject: FW: LRB 2827/1 relating to the maximum speed limit on freeways and expressways
Attachments: DRAFT Language for 70mph Speed Limit.docx

Hi Eric:

The speaker's office called about this and said it's a priority – they want it early next week, like Monday or Tuesday. Will you have any problem getting it done on Friday? Thanks.

Marc

From: Hall, Steve
Sent: Wednesday, August 14, 2013 3:53 PM
To: Shovers, Marc
Subject: FW: LRB 2827/1 relating to the maximum speed limit on freeways and expressways

Marc,

Here is my email to Eric Mueller a few moments ago. Since he is out of the office, I wondered whether you might be able to give me a call.

Thanks.

Steve

Steve Hall
Office of Representative Paul Tittl
25th Assembly District
PO Box 8953
Madison, WI 53708
Phone: 608.266.0315
Toll Free: 888.529.0025

From: Hall, Steve
Sent: Wednesday, August 14, 2013 3:46 PM
To: Mueller, Eric
Cc: Summerfield, Craig
Subject: LRB 2827/1 relating to the maximum speed limit on freeways and expressways

Eric,

Thanks for sending the draft for changing the speed limit (LRB 2827/1).

The attachment contains three changes Rep. Tittl would like to incorporate into the bill. These changes arise out of communication with the DOT:

1. The first two points change the definition of "expressway" and "freeway."

2. The last paragraph gives the department nine months to erect official signs. Rep. Tittl would like to change that time period to three months.

I will phone you shortly to discuss these changes. I'd also like to discuss use of the nonstatutory provision.

Thanks again for your help on this draft.

Steve

Steve Hall
Office of Representative Paul Tittl
25th Assembly District
PO Box 8953
Madison, WI 53708
Phone: 608.266.0315
Toll Free: 888.529.0025

Under current law, the maximum speed limit on any freeway or expressway is 65 miles per hour where such a speed limit is posted by official signs erected by the Department of Transportation (DOT). Freeways and expressways are state trunk highways that have four or more lanes of traffic physically separated by a median or barrier. An express way gives preference to through traffic by utilizing interchanges or by limiting access to selected public roads and public driveways; whereas a freeway gives such preference by limiting access to interchanges only.

This bill increases the maximum speed limit applicable to freeways and expressways to 70 miles per hour. The bill modifies the definition of 'expressway' to include certain highways having limited at-grade access to private roads or driveways.

Section #. 346.57(1)(ag) is amended to read:

346.57(1)(ag) "Expressway" means a state trunk highway that, as determined by the department, has 4 or more lanes of traffic physically separated by a median or barrier and that gives preference to through traffic by ~~utilizing interchanges or limiting~~ allowing only some at-grade access to ~~selected public roads and public driveways~~ and may utilize interchanges.

Section #. 346.57(1)(am) is amended to read:

346.57(1)(am) "Freeway" means a state trunk highway that, as determined by the department, has 4 or more lanes of traffic physically separated by a median or barrier and that gives preference to through traffic by limiting access to interchanges only.

SECTION #. 346.57 (4) (gm) of the statutes is amended to read:

346.57 (4) (gm) ~~Sixty-five~~ Seventy miles per hour on any freeway or expressway.

Section #. Nonstatutory provision. The department shall erect official signs giving notice of the limit under section 346.57(4)(gm) of the statutes, as affected by this act, not later than the first day of the ~~9th~~ month beginning after publication, unless the department has determined and declared a reasonable and safe speed limit on the highway or part thereof in question as provided in section 349.11 of the statutes.

(END)

6th



(DNote)
State of Wisconsin
2013 - 2014 LEGISLATURE



LRB-2827(1) 12
EVM:sac

2013 BILL

RMR

INSERTS

8/16/13

Today

(rejen)

- 1 AN ACT to amend 346.57 (4) (gm) of the statutes; relating to: the maximum
2 speed limit on freeways and expressways.

Analysis by the Legislative Reference Bureau

Under current law, the maximum speed limit on any freeway or expressway in this state is 65 miles per hour. A "freeway" is defined as any state trunk highway with four or more lanes of traffic separated by a barrier or median (a paved or landscaped strip between opposing traffic) that gives preference to through traffic by limiting access to only interchanges. An "expressway" is also defined as any state trunk highway, but only a state trunk highway that the Department of Transportation (DOT) determines has four or more lanes of traffic separated by a barrier or median that gives preference to through traffic by use of interchanges or by limiting at-grade access to selected public roads and driveways.

This bill increase the maximum speed limit on freeways and expressways from 65 miles per hour to 70 miles per hour. This speed limit of 70 miles per hour does not take effect until DOT posts the limit by official traffic signs.

For further information see the **state** fiscal estimate, which will be printed as an appendix to this bill.

INS
Analysis

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. 346.57 (4) (gm) of the statutes is amended to read:

but
but this bill requires DOT to place official signs giving
notice of the limit no later than the first day of the 6th month
beginning after publication.

INS
1-3

BILL

SECTION 1

1 346.57 (4) (gm) ~~Sixty-five~~ Seventy miles per hour on any freeway or
2 expressway.

3

(END)

INS

2-3

DN

DN Note

2013-2014 DRAFTING INSERT
FROM THE
LEGISLATIVE REFERENCE BUREAU

LRB-2827/2ins
EVM:sac:jm

1 INS-Analysis

2
3 ¶ This bill also changes the definition of expressway to “a state trunk highway that, as determined by [DOT], has 4 or more lanes of traffic physically separated by a median or barrier and that gives preference to through traffic by allowing only some at-grade access to roads and driveways”, and the definition of freeway to “a state trunk highway that, as determined by [DOT], has 4 or more lanes of traffic physically separated by a median or barrier and that gives preference to through traffic by limiting access to interchanges only.”

4 INS 1-3

5
6 SECTION 1. 346.57 (1) (ag) of the statutes is amended to read:

7 346.57 (1) (ag) “Expressway” means a state trunk highway that, as determined
8 by the department, has 4 or more lanes of traffic physically separated by a median
9 or barrier and that gives preference to through traffic by ~~utilizing interchanges or~~
10 ~~limiting allowing only some~~ at-grade access to selected public roads and public
11 driveways. An “expressway” may include a highway that utilizes interchanges.

12 ^{a. 39.} History: 1973 c. 157; 1975 c. 192, 210; 1977 c. 29 s. 1654 (3), (8) (a); 1977 c. 30, 67, 116, 203, 272; 1987 a. 17, 136; 1993 a. 246; 1995 a. 318; 1997 a. 35; 2001 a. 47; 2013

13 SECTION 2. 346.57 (1) (am) of the statutes is amended to read:

14 346.57 (1) (am) “Freeway” means a state trunk highway that, as determined
15 by the department, has 4 or more lanes of traffic physically separated by a median
16 or barrier and that gives preference to through traffic by limiting access to
interchanges only.

17 ^{a. 39.} History: 1973 c. 157; 1975 c. 192, 210; 1977 c. 29 s. 1654 (3), (8) (a); 1977 c. 30, 67, 116, 203, 272; 1987 a. 17, 136; 1993 a. 246; 1995 a. 318; 1997 a. 35; 2001 a. 47; 2013

18 INS 2-3

1

2

SECTION 3. Nonstatutory provisions.

3

4

5

(1) The department shall erect official signs giving notice of the limit under section 346.57 (4) (gm) of the statutes, as affected by this act, no later than the first day of the 6th month beginning after publication.

**DRAFTER'S NOTE
FROM THE
LEGISLATIVE REFERENCE BUREAU**

LRB-2827/2dn

EVM:sac:joe

- date -

ATTN: Steve Hall

The terms "expressway" and "freeway" are cross-referenced in a few other places in the statutes. It does not seem likely that the redefinition of these terms will have any serious impact on these other statutes, but you may wish to have DOT review the provisions to determine if references to the old definition needs to be created. See ss. 66.1037 (2) (b) 1., 346.94 (22) (b) 3., 349.11 (2) (c) and 349.13 (3) and (5) (a).

Eric V. Mueller
Legislative Attorney
Phone: (608) 261-7032
E-mail: eric.mueller@legis.wisconsin.gov

**DRAFTER'S NOTE
FROM THE
LEGISLATIVE REFERENCE BUREAU**

LRB-2827/2dn
EVM:sac:ph

August 16, 2013

ATTN: Steve Hall

The terms "expressway" and "freeway" are cross-referenced in a few other places in the statutes. It does not seem likely that the redefinition of these terms will have any serious impact on these other statutes, but you may wish to have DOT review the provisions to determine if references to the old definition needs to be created. See ss. 66.1037 (2) (b) 1., 346.94 (22) (b) 3., 349.11 (2) (c) and 349.13 (3) and (5) (a).

Eric V. Mueller
Legislative Attorney
Phone: (608) 261-7032
E-mail: eric.mueller@legis.wisconsin.gov

8/19

Steve Hall - Rep. ~~Tittl~~ ^{Tittl}? Craig Summerfield

LRB - 2827/2 - Eric

• introduce tomorrow:

• like Queensland: add provision for passive review

• can talk to Mike directly 6-3810

• if DOT decides they want to exclude certain roads, need passive review

- talk to Mike Queensland - he will provide the instructions

Gary, Aaron

From: Queensland, Michael
Sent: Monday, August 19, 2013 2:42 PM
To: Gary, Aaron
Subject: expressway/freeway speed limits

Aaron, would you please disregard the previous request for changes to LRB 2827/2 and make the following changes:

- Please add an additional nonstatutory provision specifying that the department shall erect official signs giving notice of the limit under section 346.57 (4) (gm) no later than the first day of the 2nd month beginning after publication for a specified list of highway segments (a list of highway segments will be provided shortly).
- Please change the existing nonstatutory provision so that it only applies to those segments not listed in the above bullet, and change the deadline from the "6th month" to the "7th month".
- Please require the department, when exercising its authority under s. 349.11 (1) with respect to a freeway or expressway, to receive the approval of the Joint Committee on Finance through a 14-day passive review process before changing posted limits.

Thanks!

Mike Queensland
Wisconsin Legislative Council
(608) 266-3810
michael.queensland@legis.wisconsin.gov

↓
per Mike Queensland, this
applies only w/ respect
to 346.57 (4) (gm)



State of Wisconsin
2013 - 2014 LEGISLATURE

in
8/19



LRB-2827/3

EVM:sac:ph

ARG

jld

2013 BILL

wanted
by 8/20
11:00
AM

RMNR

X

Regen

- 1 AN ACT to amend 346.57 (1) (ag), 346.57 (1) (am) and 346.57 (4) (gm) of the
2 statutes; relating to: the maximum speed limit on freeways and expressways.

Analysis by the Legislative Reference Bureau

Under current law, the maximum speed limit on any freeway or expressway in this state is 65 miles per hour. A "freeway" is defined as any state trunk highway with four or more lanes of traffic separated by a barrier or median (a paved or landscaped strip between opposing traffic) that gives preference to through traffic by limiting access to only interchanges. An "expressway" is also defined as any state trunk highway, but only a state trunk highway that the Department of Transportation (DOT) determines has four or more lanes of traffic separated by a barrier or median that gives preference to through traffic by use of interchanges or by limiting at-grade access to selected public roads and driveways.

This bill increases the maximum speed limit on freeways and expressways from 65 miles per hour to 70 miles per hour. This speed limit of 70 miles per hour does not take effect until DOT posts the limit by official traffic signs, but this bill requires DOT to place official signs giving notice of the limit no later than the first day of the 6th month beginning after publication.

This bill also changes the definition of expressway to "a state trunk highway that, as determined by [DOT], has 4 or more lanes of traffic physically separated by a median or barrier and that gives preference to through traffic by allowing only some at-grade access to roads and driveways", and the definition of freeway to "a state trunk highway that, as determined by [DOT], has 4 or more lanes of traffic physically separated by a median or barrier and that gives preference to through traffic by limiting access to interchanges only."

Insert
ANAL-A

Insert
ANAL-B

BILL

For further information see the **state** fiscal estimate, which will be printed as an appendix to this bill.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. 346.57 (1) (ag) of the statutes is amended to read:

346.57 (1) (ag) "Expressway" means a state trunk highway that, as determined by the department, has 4 or more lanes of traffic physically separated by a median or barrier and that gives preference to through traffic by ~~utilizing interchanges or limiting~~ allowing only some at-grade access to selected public roads and public driveways. An "expressway" may include a highway that utilizes interchanges.

SECTION 2. 346.57 (1) (am) of the statutes is amended to read:

346.57 (1) (am) "Freeway" means a state trunk highway that, as determined by the department, has 4 or more lanes of traffic physically separated by a median or barrier and that gives preference to through traffic by limiting access to interchanges only.

SECTION 3. 346.57 (4) (gm) of the statutes is amended to read:

346.57 (4) (gm) ~~Sixty-five~~ Seventy miles per hour on any freeway or expressway.

~~**SECTION 4. Nonstatutory provisions.**~~

~~(1) The department shall erect official signs giving notice of the limit under section 346.57 (4) (gm) of the statutes, as affected by this act, no later than the first day of the 6th month beginning after publication.~~

(END)

2013-2014 DRAFTING INSERT
FROM THE
LEGISLATIVE REFERENCE BUREAU

LRB-2827/3insAG
ARG:.....

1 **INSERT ANAL-A:**

Also under current law, if DOT determines on the basis of an engineering and traffic investigation that any statutory speed limit on the state trunk highway system is greater or less than is reasonable or safe or that the actual speed of vehicles is greater or less than is reasonable and prudent, DOT may determine and declare a reasonable and safe speed limit on the applicable highway segment and post the highway segment with signs imposing this modified speed limit. However, there are limitations on DOT's authority to modify speed limits, and DOT may not declare a speed limit greater than 55 miles per hour, except that the speed limit may be 65 miles per hour on a freeway or expressway.

2 **INSERT ANAL-B:**

(no A) post the 70 miles per hour limit on specified freeways or expressways within approximately one month after the bill's effective date and on all other freeways or expressways within approximately six months after the bill's effective date. The bill also limits DOT's authority to modify the statutory speed limit of 70 miles per hour on freeways and expressways. Under the bill, if DOT makes a determination following the process under current law, described above, that a reasonable and safe speed limit on a freeway or expressway is less than 70 miles per hour, DOT may notify the joint committee on finance (JCF) in writing of the proposed lower speed limit. The proposed lower speed limit may be implemented by DOT, and DOT may post the applicable freeway or expressway with the lower speed limit, only if JCF expressly approves the proposed speed limit or implicitly approves the proposed speed limit by failing to schedule a meeting for the purpose of reviewing the proposed speed limit within 14 working days after the date of DOT's notification.

3

4 **INSERT 2-14:**

5 **SECTION 1.** 349.11 (2) (d) of the statutes is created to read:

6 349.11 (2) (d) Modify the speed limit stated in s. 346.57 (4) (gm), except as
7 provided in this paragraph. If the department has satisfied the requirements under
8 sub. (1) (a) and determined that a speed limit less than 70 miles per hour is a
9 reasonable and safe speed limit on an expressway, as defined in s. 346.57 (1) (ag), or
10 a freeway, as defined in s. 346.57 (1) (am), the department may notify the joint

committee on finance in writing of the proposed lower speed limit. If the
cochairpersons of the committee do not notify the department that the committee has
scheduled a meeting for the purpose of reviewing the proposed speed limit within 14
working days after the date of the department's notification, the department may
consider the proposed speed limit to be approved. If, within 14 working days after
the date of the department's notification, the cochairpersons of the committee notify
the department that the committee has scheduled a meeting for the purpose of
reviewing the proposed speed limit, the proposed speed limit is not approved unless
it is expressly approved by the committee. The department may not post the
proposed speed limit as provided in sub. (1) (a) unless it has been approved under this
paragraph.

INSERT 2-15:

SECTION 2. Nonstatutory provisions.

(1) The department shall erect official signs giving notice of the limit under
section 346.57 (4) (gm) of the statutes, as affected by this act, no later than the first
day of the 2nd month beginning after publication, on all of the following freeways or
expressways:

[add list of highway segments to be provided by DOT]

(2) Except with respect to expressways or freeways for which the speed limit
is modified as provided in section 349.11 (2) (d) of the statutes, as created by this act,
the department shall erect official signs giving notice of the limit under section
346.57 (4) (gm) of the statutes, as affected by this act, no later than the first day of
the 7th month beginning after publication, on all freeways or expressways not
identified in sub. (1).

auto ref A
subsection

(end ins 2-15)

Gary, Aaron

From: Queensland, Michael
Sent: Tuesday, August 20, 2013 8:20 AM
To: Gary, Aaron
Subject: expressway/freeway speed limits

Hi Aaron, here's the list of highways for the speed limit bill:

Listed below, freeway segments that could go to 70 mph with minimal study:

Highway	From/Near	To/Near	Approx. Miles
USH 12	IL State Line	N. of I-43/Elkhorn	15
USH 14	Madison South Beltline	STH 138/Oregon	10
STH 16	I-94/Pewaukee	STH 67/Oconomowoc	15
I-39	IL State Line/Beloit	I-94/Madison	50
I-39/USH 51	I-90/94 / Portage	Merrill	125
USH 41	Milwaukee	Abrams	135
I-43	I-39/Beloit	Milwaukee	60
I-43	Milwaukee	Green Bay	110
USH 45	USH 41/Germantown	West Bend	15
USH 53	I-90/Onalaska	Holmen	10
USH 53	I-94/Eau Claire	Rice Lake	60
I-90	MN State Line/La Crosse	I-94/Tomah	45
I-39/90/94	Portage	Madison	30
I-90/94	Tomah	Portage	60
I-94	MN State Line/Hudson	I-90/Tomah	145
I-94	I-39/90 / Madison	Milwaukee	60
I-94	Milwaukee	IL State Line	30
STH 172	I-43/Green Bay	USH 41/Green Bay	7
STH 441	USH 41/Appleton SW	USH 41/Appleton NE	10
USH 151	I-39/90/94 / Madison	STH 73/Columbus	25
STH 29	USH 51/Wausau	CTH O/Wausau	5
STH 29	I-39/USH 51 / Wausau	CTH Q/Ringle	12
STH 29	CTH T/Chippewa Falls	STH 27/Cadott	25
USH 10	USH 41/Appleton	STH 49/110 / Fremont	25
USH 45	USH 41/Oshkosh	CTH G/Butte des Morts	10
USH 45	CTH G/Butte des Morts	USH 10/Winchester	5
USH 10	I-39/Stevens Point	STH 34/Junction City	10

An additional 4 miles from CTH O to ST

Freeway conversion scheduled to be cc

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Wisconsin Legislative Council
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State of Wisconsin
2013 - 2014 LEGISLATURE

NOW

2013 BILL



LRB-2827/3

EVM&ARG:sac&jld:rs

keep

✓

Regen

- 1 AN ACT *to amend* 346.57 (1) (ag), 346.57 (1) (am) and 346.57 (4) (gm); and *to*
2 *create* 349.11 (2) (d) of the statutes; **relating to:** the maximum speed limit on
3 freeways and expressways.

Analysis by the Legislative Reference Bureau

Under current law, the maximum speed limit on any freeway or expressway in this state is 65 miles per hour. A "freeway" is defined as any state trunk highway with four or more lanes of traffic separated by a barrier or median (a paved or landscaped strip between opposing traffic) that gives preference to through traffic by limiting access to only interchanges. An "expressway" is also defined as any state trunk highway, but only a state trunk highway that the Department of Transportation (DOT) determines has four or more lanes of traffic separated by a barrier or median that gives preference to through traffic by use of interchanges or by limiting at-grade access to selected public roads and driveways.

Also under current law, if DOT determines on the basis of an engineering and traffic investigation that any statutory speed limit on the state trunk highway system is greater or less than is reasonable or safe or that the actual speed of vehicles is greater or less than is reasonable and prudent, DOT may determine and declare a reasonable and safe speed limit on the applicable highway segment and post the highway segment with signs imposing this modified speed limit. However, there are limitations on DOT's authority to modify speed limits, and DOT may not declare a speed limit greater than 55 miles per hour, except that the speed limit may be 65 miles per hour on a freeway or expressway.

BILL

This bill increases the maximum speed limit on freeways and expressways from 65 miles per hour to 70 miles per hour. This speed limit of 70 miles per hour does not take effect until DOT posts the limit by official traffic signs, but the bill requires DOT to post the 70 miles per hour limit on specified freeways or expressways within approximately one month after the bill's effective date and on all other freeways or expressways within approximately six months after the bill's effective date. The bill also limits DOT's authority to modify the statutory speed limit of 70 miles per hour on freeways and expressways. Under the bill, if DOT makes a determination following the process under current law, described above, that a reasonable and safe speed limit on a freeway or expressway is less than 70 miles per hour, DOT may notify the Joint Committee on Finance (JCF) in writing of the proposed lower speed limit. The proposed lower speed limit may be implemented by DOT, and DOT may post the applicable freeway or expressway with the lower speed limit, only if JCF expressly approves the proposed speed limit or implicitly approves the proposed speed limit by failing to schedule a meeting for the purpose of reviewing the proposed speed limit within 14 working days after the date of DOT's notification.

This bill also changes the definition of expressway to "a state trunk highway that, as determined by [DOT], has 4 or more lanes of traffic physically separated by a median or barrier and that gives preference to through traffic by allowing only some at-grade access to roads and driveways", and the definition of freeway to "a state trunk highway that, as determined by [DOT], has 4 or more lanes of traffic physically separated by a median or barrier and that gives preference to through traffic by limiting access to interchanges only."

For further information see the *state* fiscal estimate, which will be printed as an appendix to this bill.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

1 **SECTION 1.** 346.57 (1) (ag) of the statutes is amended to read:

2 346.57 (1) (ag) "Expressway" means a state trunk highway that, as determined
3 by the department, has 4 or more lanes of traffic physically separated by a median
4 or barrier and that gives preference to through traffic by ~~utilizing interchanges or~~
5 ~~limiting allowing only some~~ at-grade access to ~~selected public~~ roads and public
6 driveways. An "expressway" may include a highway that utilizes interchanges.

7 **SECTION 2.** 346.57 (1) (am) of the statutes is amended to read:

BILL

1 346.57 (1) (am) “Freeway” means a state trunk highway that, as determined
2 by the department, has 4 or more lanes of traffic physically separated by a median
3 or barrier and that gives preference to through traffic by limiting access to
4 interchanges only.

5 **SECTION 3.** 346.57 (4) (gm) of the statutes is amended to read:

6 346.57 (4) (gm) ~~Sixty-five~~ Seventy miles per hour on any freeway or
7 expressway.

8 **SECTION 4.** 349.11 (2) (d) of the statutes is created to read:

9 349.11 (2) (d) Modify the speed limit stated in s. 346.57 (4) (gm), except as
10 provided in this paragraph. If the department has satisfied the requirements under
11 sub. (1) (a) and determined that a speed limit less than 70 miles per hour is a
12 reasonable and safe speed limit on an expressway, as defined in s. 346.57 (1) (ag), or
13 a freeway, as defined in s. 346.57 (1) (am), the department may notify the joint
14 committee on finance in writing of the proposed lower speed limit. If the
15 cochairpersons of the committee do not notify the department that the committee has
16 scheduled a meeting for the purpose of reviewing the proposed speed limit within 14
17 working days after the date of the department’s notification, the department may
18 consider the proposed speed limit to be approved. If, within 14 working days after
19 the date of the department’s notification, the cochairpersons of the committee notify
20 the department that the committee has scheduled a meeting for the purpose of
21 reviewing the proposed speed limit, the proposed speed limit is not approved unless
22 it is expressly approved by the committee. The department may not post the
23 proposed speed limit as provided in sub. (1) (a) unless it has been approved under this
24 paragraph.

25 **SECTION 5. Nonstatutory provisions.**

BILL

1 (1) The department of transportation shall erect official signs giving notice of
2 the limit under section 346.57 (4) (gm) of the statutes, as affected by this act, no later
3 than the first day of the 2nd month beginning after publication, on all of the following
4 freeways or expressways:

5 **[add list of highway segments to be provided by DOT]**

6 (2) Except with respect to expressways or freeways for which the speed limit
7 is modified as provided in section 349.11 (2) (d) of the statutes, as created by this act,
8 the department of transportation shall erect official signs giving notice of the limit
9 under section 346.57 (4) (gm) of the statutes, as affected by this act, no later than the
10 first day of the 7th month beginning after publication, on all freeways or expressways
11 not identified in subsection (1).

12 (END)

Insert
4-5

**2013-2014 DRAFTING INSERT
FROM THE
LEGISLATIVE REFERENCE BUREAU**

LRB-2827/3insAG2
ARG:.....

INSERT 4-5:

(a) USH 12, from the Illinois state line to Elkhorn north of I 43, a highway segment of approximately 15 miles.✓

(b) USH 14, from Madison south of the beltline to STH 138 in Oregon, a highway segment of approximately 10 miles.✓

(c) STH 16, from I 94 in Pewaukee to STH 67 in Oconomowoc, a highway segment of approximately 15 miles.✓

(d) I 39, from the Illinois state line to I 94 in Madison, a highway segment of approximately 50 miles.✓

(e) I 39/USH 51, from I 90/94 in Portage to Merrill, a highway segment of approximately 125 miles.✓

(f) USH 41, from Milwaukee to Abrams, a highway segment of approximately 135 miles.✓

(g) I 43, from I 39 in Beloit to Milwaukee, a highway segment of approximately 60 miles.✓

(h) I 43, from Milwaukee to Green Bay, a highway segment of approximately 110 miles.✓

(i) USH 45, from USH 41 in Germantown to West Bend, a highway segment of approximately 15 miles.✓



(j) USH 53, from I 90 in Onalaska to Holmen, a highway segment of approximately 10 miles.✓

(k) USH 53, from I 94 in Eau Claire to Rice Lake, a highway segment of approximately 60 miles.✓

(l) I 90, from the Minnesota state line to I 94 in Tomah, a highway segment of approximately 45 miles.✓

(m) I 39/90/94, from Portage to Madison, a highway segment of approximately 30 miles.✓

(n) I 90/94, from Tomah to Portage, a highway segment of approximately 60 miles.✓

(o) I 94, from the Minnesota state line to I 90 in Tomah, a highway segment of approximately 145 miles.✓

✓ (p) I 94, from I 39/90 in Madison to Milwaukee, a highway segment of approximately 60 miles.

(q) I 94, from Milwaukee to the Illinois state line, a highway segment of approximately 30 miles.✓

(r) STH 172, from I 43 in Green Bay to USH 41 in Green Bay, a highway segment of approximately 7 miles.✓

(s) STH 441, from USH 41 in southwest Appleton to USH 41 in northeast Appleton, a highway segment of approximately 10 miles.✓

(t) USH 151, from I 39/90/94 in Madison to STH 73 in Columbus, a highway segment of approximately 25 miles.✓

(u) STH 29, from USH 51 in Wausau to CTH "O" in Wausau, a highway segment of approximately 5 miles.✓



1 (v) STH 29, from I 39/USH 51 in Wausau to CTH "Q" in Ringle, a highway
2 segment of approximately 12 miles.✓

3 (w) STH 29, from CTH "T" in Chippewa Falls to STH "Q" in Cadott, a highway
4 segment of approximately 25 miles.✓

5 (x) USH 10, from USH 41 in Appleton to STH 49/110 in Fremont, a highway
6 segment of approximately 25 miles.✓

7 (y) USH 45, from USH 41 in Oshkosh to CTH "G" in Butte des Morts, a highway
8 segment of approximately 10 miles.✓

9 (z) USH 45, from CTH "G" in Butte des Morts to USH 10 in Winchester, a
10 highway segment of approximately 5 miles.

11 (aa) USH 10, from I 39 in Stevens Point to STH 34 in Junction City, a highway
12 segment of approximately 10 miles.✓

13 (end ins 4-5)
14
15

Barman, Mike

From: Hall, Steve
Sent: Monday, September 16, 2013 2:06 PM
To: LRB.Legal
Subject: Draft Review: LRB -2827/3 Topic: Increase speed limit on expressways and freeways

Please rush. Thanks.

Please Jacket LRB -2827/3 for the ASSEMBLY.